

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (currently amended): A valve timing adjusting apparatus comprising:

a first rotor rotating synchronously with a crank shaft of an internal combustion engine;

a second rotor fixed to the end face of an intake or exhaust camshaft thereof and relatively rotatably provided within the first rotor by a predetermined angle;

a rotation regulating member provided within either the first rotor or the second rotor, regulating the relative rotation between the first rotor and the second rotor when the relative position between both the rotors has reached a predetermined position; ~~and~~

an engaging hole formed within either the first rotor or the second rotor, receiving therein the rotation regulating member ~~during~~ when the relative rotation between both the rotors is regulated, and being closed after the regulation of the relative rotation between both the rotors is released; and

a closing member that closes the engaging hole so as to push the rotation regulating member from a first position in the engaging hole to a second position outside of the engaging hole.

2. (cancelled).

3. (currently amended): The valve timing adjusting apparatus according to Claim 2 ~~1~~, wherein the closing member ~~is a member sliding~~ slides in an axial direction of the engaging hole.

4. (currently amended): The valve timing adjusting apparatus according to Claim 2 ~~1~~, wherein the closing member ~~is a member sliding~~ slides in a direction crossing the axial direction of the engaging hole.

5. (currently amended): The valve timing adjusting apparatus according to Claim 2 ~~1~~, wherein the closing member is hydraulically slidable.

6. (original): The valve timing adjusting apparatus according to Claim 5, wherein an oil passage supplying hydraulic pressure for the closing member is separately provided from an oil passage supplying hydraulic pressure for relatively rotating the first rotor and the second rotor.

7. (original): The valve timing adjusting apparatus according to Claim 6, wherein the oil passage supplying hydraulic pressure for the closing member comprises a valve controlling the supply and the stop of hydraulic pressure for operating the closing member.

8. (original) The valve timing adjusting apparatus according to Claim 5, wherein the closing member can release the regulation of the relative rotation between the first rotor and the second rotor even when the hydraulic pressure is the lowest when the internal combustion engine is running.

9. (original): The valve timing adjusting apparatus according to Claim 1, wherein the engaging hole is formed in the position between the most advanced position and the most lagged position, which is the relative position of the second rotor relative to the first rotor.

10. (currently amended): A valve timing adjusting apparatus comprising:  
a first rotor rotating synchronously with a crank shaft of an internal combustion engine;  
a second rotor fixed to the end face of an intake or exhaust camshaft thereof and relatively rotatably provided within the first rotor by a predetermined angle;  
a rotation regulating member provided within either the first rotor or the second rotor, regulating the relative rotation between the first rotor and the second rotor when the relative position between both the rotors has reached a predetermined position;  
an engaging hole formed within either the first rotor or the second rotor, receiving therein the rotation regulating member ~~during~~ when the relative rotation between both the rotors is regulated, and being closed after the regulation of the relative rotation between both the rotors is released; and

a closing member that forces the rotation regulating member from a first position in the engaging hole to a second position out of the engaging hole to thereby release the engagement of the rotation regulating member, and closes the engaging hole.

11. (new): A valve timing adjusting apparatus comprising:

a first rotor rotating synchronously with a crank shaft of an internal combustion engine;

a second rotor fixed to the end face of an intake or exhaust camshaft thereof and relatively rotatably provided within the first rotor by a predetermined angle;

a rotation regulating member provided within either the first rotor or the second rotor, regulating the relative rotation between the first rotor and the second rotor when the relative position between both the rotors reached a predetermined position;

an engaging hole formed within either the first rotor or the second rotor, receiving therein the rotation regulating member when the relative rotation between both the rotors is regulated, and being closed after the regulation of the relative rotation between both the rotors is released,

wherein the closing member slides in a direction crossing the axial direction of the engaging hole.

12. (new): The valve timing adjusting apparatus according to Claim 1, wherein the closing member is in the form of a slider having a shoulder, such that movement of the slider is limited by the shoulder being abutted against an element surrounding the slider.

13. (new): The valve timing adjusting apparatus according to Claim 12, wherein the element is a bushing.

14. (new): The valve timing adjusting apparatus according to Claim 10, wherein the closing member is in the form of a slider having a shoulder, such that movement of the slider is limited by the shoulder being abutted against an element surrounding the slider.

15. (new): The valve timing adjusting apparatus according to Claim 14, wherein the element is a bushing.

16. (new): The valve timing adjusting apparatus according to Claim 1, wherein the rotation regulating member is a lock pin.

17. (new): The valve timing adjusting apparatus according to Claim 10, wherein the rotation regulating member is a lock pin.

18. (new): The valve timing adjusting apparatus according to Claim 1, wherein contact is maintained between the closing member and rotation regulating member from the first position to the second position.

19. (new): The valve timing adjusting apparatus according to Claim 10, wherein contact is maintained between the closing member and rotation regulating member from the first position to the second position.

**AMENDMENTS TO THE DRAWINGS**

Applicant submits herewith a substitute Fig. 4, wherein reference character “59b” is added to identify the bottom surface of the bushing.

Attachment: One (1) Replacement Sheet (Fig. 4)